

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Canceled).
2. (Currently Amended) Device according to Claim 12, ~~wherein characterised in that when the air conditioning unit (14) is functioning~~ the first close off mechanism (24) assumes its open position and the second close off mechanism (22) assumes its closed position during a normal mode of operation.
3. (Currently Amended) Device according to claim 12, ~~wherein characterised in that in the event of a failure of the air conditioning unit (14)~~ the flow control valve (16) and the first close off mechanism (24) assume their closed positions and the second close off mechanism (22) assumes its open position during a failure of the air conditioning unit (14).
4. (Currently Amended) Device according to claim 12, ~~further comprising characterised in that~~
a plurality of first hot air supply lines (12) leading to a plurality of respective
[[an]] air conditioning units (14); ~~is provided wherein in each first hot air supply line (12) is~~
~~disposed upstream from the air conditioning unit (14)~~
a flow control valve (16) in each first hot air supply line (12); [[and]]
a plurality of second hot air supply lines (18), each second hot air supply line (18)
branching off from the respective first hot air supply line (12) between the respective flow

control valve (16) and the air conditioning unit (14) ~~to bypass~~ bypassing the associated air conditioning unit (14), so as to enable mixing of hot air supplied via the respective second hot air supply line (18) with air cooled by the air conditioning unit (14); wherein from each first hot air supply line (12) upstream from the flow control valve (16)

a plurality of third hot air supply lines (20), each third hot air supply line (20) branching off the respective first hot air supply line (12) upstream of the respective flow control valve (16) and coupled branches off which third hot air supply line (20) connects the first hot air supply line (12) to the associated second hot air supply line (18) upstream of where the hot air supplied via the second hot air supply line (18) mixes with air cooled by the air conditioning unit (14); and wherein in each second hot air supply line (18) is disposed

a plurality of first close off mechanisms (24), each first close off mechanism (24) in a respective second hot air supply line (18) upstream from the junction with the associated third hot air supply line (20); and which first close off mechanism in its closed position prevents a flow from the second hot air supply line (18) into the associated first hot air supply line (12), and in each third hot air supply line (20) is disposed

a plurality of second close off mechanisms (22), each second close off mechanism (22) in a respective third hot air supply line (20) upstream from the junction with the associated second hot air supply line (18).

5. (Currently Amended) Device according to claim 12, wherein ~~characterized in that~~ the first close off mechanism is a non-return valve (24).

6. (Currently Amended) Device according to claim 12, wherein ~~characterised in that~~ the second close off mechanism is a stop valve (22).

7. (Currently Amended) Device according to Claim 6, ~~wherein characterised in that~~ the stop valve (22) is automatically actuated.

8. (Currently Amended) Device according to Claim 7, ~~wherein characterised in that~~ the stop valve (22) is connected to the control device (28), ~~in particular to the control device of the associated air conditioning unit (14).~~

9-11. (Canceled).

12. (Currently Amended) Device (10) for heating an aircraft cabin, comprising:

a first hot air supply line (12) leading to an air conditioning unit (14) for supplying hot air thereto;

a flow control valve (16) disposed in the first hot air supply line (12) upstream from the air conditioning unit (14);

a second hot air supply line (18) branching off from the first hot air supply line (12) between the flow control valve (16) and the air conditioning unit (14), bypassing the air conditioning unit (14) and connecting ~~the first hot air supply line (12) to a mixing zone (26), the mixing zone (26) also connected to a downstream end of the air conditioning unit (14) so as to enable mixing of the hot air supplied via the first and second hot air supply line (18) lines (12, 18) with cool air flowing out of the air conditioning unit (14) prior to delivery of the air to, the mixing zone (26) in fluid communication with the aircraft cabin;~~

a control device (28) ~~operatively connected to the mixing zone (26) and adapted to adjust the mixing of the hot air supplied via received from the first and second hot air supply~~

~~line (18) lines (12, 18)~~ and the cool air flowing out of the air conditioning unit (14) so as to achieve a controlled cabin air temperature, during a normal mode of operation;

a third hot air supply line (20) branching off from the first hot air supply line (12) upstream from the flow control valve (16) and connecting to the second hot air supply line (18) upstream of where the hot air supplied via the second hot air supply line (18) mixes with cool air flowing out of the air conditioning unit (14) from the mixing zone (26);

a first close off mechanism (24) disposed in the second hot air supply line (18) upstream from the junction with the third hot air supply line (20), the first close off mechanism (24) operable to, when in a closed position, prevent a flow from the third hot air supply line (20) and the second hot air supply line (18) back to the first hot air supply line (12);

a second close off mechanism (22) disposed in the third hot air supply line (20) upstream from the junction with the second hot air supply line (18) and operable to close off the third hot air supply line (20) during the normal mode of operation and to open the third hot air supply line (20) if the air conditioning unit (14) fails; and

an ambient air inlet flap (30) connected to one of the second or third hot air supply lines (18, 20) upstream of the aircraft cabin ~~the mixing zone (26)~~ and adapted to feed cold ambient air ~~to the mixing zone (26)~~ for mixing with the hot air supplied via the third hot air supply line (20), when the air conditioning unit (14) fails,

wherein the control device (28) is also adapted to adjust the mixing of the hot air supplied ~~to the mixing zone (26)~~ via the third hot air supply line (20) and the cold ambient air supplied by the ambient air inlet flap (30) when the air conditioning unit (14) fails, so as to achieve the controlled air cabin temperature, ~~whereby the control device (28) controls the cabin air temperature during the normal mode of operation and when the air conditioning unit (14) fails.~~

13. (Currently Amended) Method for heating an aircraft cabin, comprising:

guiding a controlled flow of hot air from a hot air source via a first hot air supply line (12) and then through an air conditioning unit (14);

directing a portion of the controlled flow of hot air from the hot air source via a second hot air supply line (18), the second hot air supply line (18) branching from the first hot air supply line (12) downstream of a flow control valve (16) but upstream from the air conditioning unit (14), ~~the~~ ~~[[said]]~~ portion being directed to bypass the air conditioning unit (14) and mix to a mixing zone (26) for mixing hot air supplied via the first and second air supply lines (12, 18) with cool air flowing out of a downstream end of the air conditioning unit (14) during a normal mode of operation;

adjusting, via a control device (28), the mixing of the hot air supplied via the ~~first and second hot air supply line (18) lines (12, 18)~~ and the cool air flowing out of the air conditioning unit (14), thereby to achieve the required cabin air temperature during a normal mode of operation;

~~in the event of a failure of the air conditioning unit (14);~~ supplying hot air to the ~~mixing zone (26)~~ via a third hot air supply line (20) that branches off the first hot air supply line (12) upstream of the flow control valve (16) and connects to the second hot air supply line (18) upstream of where the hot air supplied via the second hot air supply line (18) mixes with cool air flowing out of the air conditioning unit (14), the mixing zone (26) thereby to bypass the air conditioning unit (14) and the flow control valve (16) in the event of a failure of the air conditioning unit (14) so that the hot air from the hot air source received via the third hot air supply line and the second hot air supply line (20, 18) flows to the mixing zone (26);

supplying cold ambient air via an ambient air inlet flap (30) connected to one of the second or third hot air supply lines (18, 20) upstream of the aircraft cabin ~~to the mixing zone (26)~~ in the event of a failure of the air conditioning unit (14); and

adjusting, via the control device (28), ~~the mixing of the hot air supplied via the third hot air supply line (20) with the cold ambient air~~ supplied via the ambient air inlet flap (30), thereby to achieve the required ~~whereby the control device (28) controls the cabin air temperature during the normal mode of operation and~~ when the air conditioning unit (14) fails.

14. (Canceled).